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INFORMATION REPORT

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SUBJECT: Kutaisi Airfield

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SUPPLEMENT TO REPORT NO.

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1. There was a military airfield west of KUTAISI (42°40'E/42°15'N), Georgian SSR, north of the approach road to the new automobile plant, east of the intersection between a railroad line and a highway, and about 1,500 feet beyond the branching point of the road to TSKHALTUBO (42°37'E/42°19'N) (see Annex).*
2. The airfield, about 2,500x5,000 feet, had a concrete runway, no more than 3,300 feet long, and a small one-story building occupied by sentries.
3. Up to 60 single and twin-engine trainers, mostly bi planes, (no novel types) were seen being parked in the open.
4. The following installations were just south of the military airfield and the road:
 - a. Six conventional cantonment buildings, billets of the Soviet Air Force
 - b. An aircraft repair shop, a large workshop equipped with ~~new~~ cutting machines
 - c. An engine test stand
 - d. A mobile workshop of the Soviet Air Force

The train which was standing on a side track branching off from the SHANGISTROI shunting station was composed of three sections in which engines were repaired. The installation was supplied with electric power through an overhead line.
5. A horseshoe-shaped three-story building, which was also occupied by the Soviet Air Force, was southwest of the road to

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CENTRAL INTELLIGENCE AGENCY

Tskhaltubo (see Annex). Intensive drilling was observed in the barracks yard.**

6. a civilian airport, considerably larger than the military airfield, was about 1 1/2 miles west of the railway and road intersection, south of the automobile plant.**

7. The field had a concrete runway, a reception and administration building, and a hangar.**

8. The following aerial activity was observed:

a. Parachute jumps by two groups, each composed of 10 to 12 soldiers, from one large plane of an obsolescent type which took off from the civilian airfield. The jumps were made from an altitude of 3,300 feet, the parachutist using a double parachute of which the small one opened first while the large one opened only shortly before landing. Many accidents, most of them fatal, occurred.

b. Practice flights by planes which took off and landed at both airfields.

Attachment: Map of Kutaisi Airfields.